
**HONG KONG SPECIAL ADMINISTRATIVE REGION
PEOPLE'S REPUBLIC OF CHINA
AERONAUTICAL INFORMATION SERVICE
(ISO 9001 CERTIFIED)**

PHONE +852 2910 6174
FAX +852 2910 1180
AFS VHHHYOYX
EMAIL aic@cad.gov.hk

AIR TRAFFIC MANAGEMENT DIVISION
CIVIL AVIATION DEPARTMENT
HONG KONG INTERNATIONAL AIRPORT

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EFFECTIVE DATE: 12 December 2013

**AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) OUT
OPERATIONS**

1. Introduction

- 1.1 The purpose of this AIP Supplement is to notify airspace users of the implementation of ADS-B operation within parts of the Hong Kong FIR effective from 0000UTC, 12 December 2013.
- 1.2 Hong Kong Civil Aviation Department issued AIC 09/11 on 24 May 2011 to notify aircraft operators on the plan to introduce ADS-B operation and to allow operators to plan ahead their forward purchasing and retrofit to meet the requirements for ADS-B equipage.

2. Implementation Plan

- 2.1 With effect from 12 December 2013 0000UTC, all aircraft flying on PBN routes L642 or M771 at or above FL290 within Hong Kong FIR, shall be installed with ADS-B equipages complying with the requirements in paragraph 3.1.
- 2.2 With effect from 11 December 2014 0000UTC, all aircraft flying within Hong Kong FIR at or above FL290, shall be installed with ADS-B equipages complying with the requirements in paragraph 3.1.
- 2.3 The implementation is in line with the ICAO ADS-B regional implementation schedule. The provision of ADS-B surveillance service within Hong Kong FIR will be available at a later date after the completion of system upgrade. Meanwhile, radar surveillance and control service will remain available within the Hong Kong FIR.

3. Aircraft Equipage for ADS-B Out

- 3.1 The aircraft must carry serviceable ADS-B transmitting equipment that has been certificated as meeting EASA Acceptable Means of Compliance AMC 20-24 'Certification Considerations for Enhanced ATS in Non-Radar Areas using ADS-B Surveillance (ADS-B-NRA) via 1090 MHz Extended Squitter' or meets the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

3.2 On or after 12 December 2013, if an aircraft carries ADS-B transmitting equipage which does not comply with the requirements of paragraph 3.1, the aircraft shall not fly in Hong Kong FIR unless such equipage is:

(a) deactivated; or

(b) set to transmit only a value of zero for the Navigation Uncertainty Category (NUC_P) or Navigation Integrity Category (NIC).

4. Aircraft Operator's Approval

4.1 The aircraft operator must have the relevant ADS-B operational approval from the State of Registry.

5. Operational Limitations

5.1 Aircraft not complying with paragraph 3.1 or 4.1 will not be accorded priority to operate in the designated airspace and flight level assignments would be subject to air traffic conditions.

6. Flight Planning Requirements

6.1 On or after 12 December 2013, aircraft operator complying with the requirement stipulated in paragraph 3.1 and 4.1 are to indicate the appropriate ADS-B designator in Item 10 of the flight plan.

- B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability
- B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability

6.2 The aircraft identification(ACID) must be accurately recorded in Item 7 of the ICAO Flight Plan form as per the following instructions:

Aircraft Identification, not exceeding 7 characters is to be entered both in Item 7 of the flight plan and replicated exactly when set in the aircraft (for transmission as Flight ID) as follows:

Either,

a) The ICAO three-letter designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, BAW213, JTR25), when:

in radiotelephony the callsign used consists of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM 511, SPEEDBIRD 213, HERBIE 25).

Or,

- b) The registration marking of the aircraft (e.g. EIAKO, 4XBCD, OOTEK), when:
 - 1) in radiotelephony the callsign used consists of the registration marking alone (e.g. EIAKO), or preceded by the ICAO telephony designator for the operating agency (e.g. SVENAIR EIAKO),
 - 2) the aircraft is not equipped with radio.

Note 1: No zeros, hyphens, dashes or spaces are to be added when the Aircraft Identification consists of less than 7 characters.

Note 2: Appendix 2 to PANS-ATM Doc 4444 refers. ICAO designators and telephony designators for aircraft operating agencies are contained in ICAO Doc 8585.

7. Contingencies

- 7.1 When an aircraft is ADS-B equipped but the equipment has become unserviceable during flight, the pilot in command or aircraft operator must inform ATC as soon as possible.

8. Cancellation

- 8.1 AIC 09/11 is hereby superseded.
- 8.2 This AIP Supplement will be cancelled when the amendments are incorporated into the AIP.

End